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21 April 1967

MEMORANDUM FOR: NRO Project Officer

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ATTENTION : [REDACTED]

SUBJECT : Scope Cotton Actions Summary

1. In keeping with prior agreements, a periodic status report on Scope Cotton actions assigned to this office is submitted. In view of the many actions that have transpired on each of the "Thousand-Series" items, recommendations for close-out or continuance are also included.

2. OSA Action Items:

2001 - Recommended close-out of this action item. Suspension of further airframe, engine spares and AGE orders has been effected. This policy is adequately expressed in the Scope Cotton Logistics Plan, in addition to individual instructions released to the field and to the appropriate contractors. Scope Cotton decision number 2 relates to this item in that contingency is provided for upkeep of the Kadena inviolate stocks.

2002 - Recommend close-out of this action item. This relates generally to item 1001 and, aside from flight safety or urgent mission operational needs, procurements have been terminated.

2003 - All OXCART countermeasure development have been suspended with the exception of [REDACTED]. Both have been funded until completion (estimated Sept. '67) by NRO. Recommend this item be closed-out.

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2004 - Aircraft general R&D projects that are exclusively or primarily related to OXCART have been terminated. Recommend this action item be closed-out.

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NRO review(s) completed.

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2005 - Aside from those facilities improvements [] for direct support of TAGBOARD, all other new construction or facilities improvements have been suspended. This action item should be closed-out.

2006 - Appropriate personnel actions have been taken on present military assignees to OXCART and no further replacements are planned. Recommend close-out of this item.

2007 - Hiring of new contractor personnel was suspended. This was also noted in previous memorandum. Recommend this item be closed-out.

2008 - Scope Cotton decision No. 2 firms up the Kadena support posture requirements. Unless a decision is made for SR-71 deployment to that site, this action item could be closed-out now.

2009 - Scope Cotton decision No. 6 established the FY-68 flying hour program at 420 hours and closes out this action item.

2010 - Recommend this item be closed-out. Actions will necessarily continue on a routine day-to-day basis in reassessing those functions that have been suspended by the previous action items. Any item that is "Re-opened" will be furnished to your office.

2011 - The Lockheed sustaining engineers will average between 85/90 for FY'67. The first half of FY'68 they will average 30 and the second half of FY'68 they will average 5. Recommend this item be closed-out.

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2012 - All IRAN scheduling and overhauls have been cancelled. Repair of airplanes is based on safety of flight factors as are all guidance equipment. Type I camera is the prime camera, while Type II will be phased out as Type IV is validated. Airborne electronics assets will be maintained to meet operational requirements plus the assets required for five (5) stored aircraft. The services of [] will be used as needed until a definite storage location has been designated. Recommend this item be closed-out.

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2013 - Scope Cotton decisions No. 2 and 4 provide the guidelines for assets to be maintained at Kadena [redacted] [redacted] These assets will be maintained until 31 December '67 at which time five (5) aircraft with required allied equipment will be stored as 5 weapons systems. The objective is to have a minimum level of spares on 31 December '67. Recommend this item be closed-out.

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2014 - The radar range operation has been curtailed and the reduction in personnel and expenditure has been effected. Present plans are for a complete close-out of testing and operations on 1 December '67. Recommend that the equipment be mothballed [redacted] Further recommend that this item be closed-out.

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2015 - In view of Scope Cotton decisions No. 3 and 8 and [redacted] (Input 4 engines per month ending 31 July '67 with all overhauls completed during October '67). Recommend this item be closed-out.

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2016 - P&W (Florida) is not qualifying any more components for the Y-J engines. The R&D effort is relatively small and is required if an operational posture of high level reliability is to be maintained. This small effort is to be continued until 31 Dec '67. Recommend that this item be closed-out.

2017 - See 2112. Type II camera will be phased out [redacted] has been stored. Recommend this item be closed-out.

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2018 - All R&D projects have been cancelled as of 30 June '67. Assets applicable to the U-2R and SR-71 have been taken into consideration. Recommend this item be closed-out.

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2019 - See Scope Cotton decision No. 5. [redacted] initial and recurring costs see Memo for NRO Project Officer, dated 13 April '67. For initial storage costs at Palmdale, see [redacted] and for recurring costs from [redacted] Tucson initial and recurring storage costs should be provided by [redacted] Recommend this item be closed-out.

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2020 - Tankers are required to support mission aircraft until 31 December '67. [] established the requirements for chase and administrative aircraft as follows:

C-130	(1)	until 31 March 1968
U-3B	(1)	until 31 March 1968
HU-1F	(1)	until 31 Jan 1968
T-33	(2)	until 31 March 1968
F-101	(8)	until 30 June 1967
	(5)	until 31 Jan 1968

Recommend this item be closed-out.

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2021 - The phase-down and close-out plan for the [] has been developed. Contractors were notified and were briefed 29 March '67 of Log Plan. The DNRO was briefed on 3 April '67. Recommend this item be closed-out.

2022 - Funding requirement for the phase-down was submitted in a DNRO briefing 13 April '67 and this funding requirement is included in the 4th quarter budget submission. Recommend that this item be closed-out.

2023 - Recommend that Eielson, [] assets be transferred to the host base 1 Jan '68. Recommend that this item be closed-out.

2024 - The OXCART phase-down assumptions and comments were made to DNRO at the 21 Feb '67 and subsequent briefings. Recommend that this item be closed-out.

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2025 - Recommend that this item be held in abeyance as the Agency has not definitely decided on the disposition []

2026 - Future photographic R&D will suffer greatly as no high performance aircraft will be available for testing, such as window problems, stabilization, design changes, film performance and film capabilities. Recommend that this item be closed-out.

[]
OSA Project Officer

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D/NRO SCOPE COTTON DECISIONS - 20 March 1967

D/NRO SCOPE COTTON DECISION #1

25X1 TAGBOARD Drone - [] - 31 December 1967 - then move!

D/NRO SCOPE COTTON DECISION #2

25X1 Kadena [] assets frozen until 31 December 1967.

D/NRO SCOPE COTTON DECISION #3

20 YJ-58 engines stored with vehicles but not to exceed 36 YJ-58's. 10 to 20 serviceable with at least 50 hrs remaining before TBO and the other 10 reparable.

D/NRO SCOPE COTTON DECISION #4

OX CART items turned [] user to pay for cost. Includes overhauls.

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D/NRO SCOPE COTTON DECISION #5

- a. No airframes cannibalized
- b. Engines retained as specified in Decision #3
- c. Guidance equipment, cameras, avionics and pilot equipment retained in minimum quantities and types to support 5 stored aircraft, the remaining items to be in reparable condition.
- d. & e. Residual of common spares and AGE after support of the stored 5 operational OXCART vehicles, is to be turned []

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D/NRO SCOPE COTTON DECISION #6

Flying hour support requirements for first quarter FY-68 is 240 hours including test and trainer vehicles. Second quarter FY-68 is a total of 180 hours.

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D/NRO SCOPE COTTON DECISION #7

Follow-on contracting and funding for J-58 engine improvement is to be transferred from the Agency to AFSC/SPO 1 July 1968.

D/NRO SCOPE COTTON DECISION #8

Excess YJ-58 engines over and above the 10 stored serviceable engines as of 31 December 1967, requisitioned by other programs, are to fund for necessary overhauls and all valid expenses.

D/NRO SCOPE COTTON DECISION #9

All OXCART assets available for redistribution after 31 December 1967 based on Decision #5 will have the following priority:

First Priority - other NRO programs specifically U-2 and TAGBOARD programs.

Second Priority - SR-71 and YJ/F-12 programs (assuming NRO approval) and the lightning BUG/
[] type drones.

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Third Priority - Indirect Air Force - provided support such as automotive vehicles, chase aircraft, etc. will be returned to the Air Force.